AFFAIRS OF THE BAILWAYS

Relations of the Vandalia and Pennsylvania Discussed by an Official.

Annual Reports of Two Lines-How Earnings May Be Increased-Export Rates Manipulated by Chicago Roads-The Boycott.

The Pennsylvania Company's purchase of two blocks of ground in St. Louis and its proposal to erect thereon some large freight depots, naturally led to some speculation as to the reason, and also to a belief that it meant that the Pennsylvania Company would soon have control of the Vandalla. An official of the Pennsylvania was recently questioned about the matter, and he said that the step was taken to furnish roem for handling their line freighte at St. Louis, the tonnage of which is steadily increasing and will be much heavier with the better accommodations. and especially when the cotton crop is moving would these large store-houses come in good play. "So far as the Vandalia is concerned," said this official, "our relations were never more harmonious and never worked more in the interests of the Pennsylvania lines than at the present time. The Vandalia as now operated is in every respect as satisfactory to the Pennsylvania people as if they were in full control of it. Since Mr. Williams took hold several troublesome questions have been settled satisfactorily to both parties, and the business relations are so mutual in character that any friction in operations might be injurious to both interests. The trains of the Pannsylvania run over the Vandalia be-ween Indianapolis and St. Louis are han-dled in a manner which leaves no room for complaint; in fact, if there was any ground for complaint it would be on the part of the Vandalia, as we much more frequently turn our trains over to them late than do they to the l'ennsylvania at Indianapolis. At any rate, there is no basis for any talk that the Pennsylvania is shaping matters to take advantage of the Vandalia. However, I admit that should Mr. McKeen at any time wish to sell the Terre Haute & Indianapolis, which controls the Vandalia line between Terre Haute and St. Louis, the Pennsylvania Company would readily pay him every dollar that the road is

A Letter Too Good to Keep. So well has it come to be understood that on a railway the superintendent of transportation and superintendent of motive power consider that they hold the most important positions on the road, and think that they "know it all," that the following letter will be read with interest, as a superintendent of motive power found his match in a general manager who has now retired. The letter was found by his successor, a well-known railroad man, in the pigeon-hole of the retiring general manager's desk: "General Manager X. X. & X. Road:

"Bear Sir-I have on file in this office more than one hundred letters and notes from you, asking all kinds of questions on all kinds of subjects, to every one of which I have made some reply; I have gone with you to inspect bridges and buildings, helped formulate time-tables, select petty officials, and, through your orders, interfered with the purchasing, track, bridge and storekeeper's department until I am sick of it. You have sought and received my honest advice about every subject coming to your attention, so far as I can learn, except the single one of rates, (and God knows that's in the worst muddle of them all.) You expect me to pull ten coaches, forty miles per hour, with a seventeen-inch engine. To keep more than one hundred engines and four thousand cars in repair with a handful of men—and make all my own material out of scrap. I presend to know semething about my own department, however, and wish to go on record as having called your attention to the following facts, to-wit: I need twenty extra men, mechanics, to keep up running repairs and get power in shape for fall rush, and I need them now—if we don't get them we cannot handle now—if we don't get them we cannot handle business of last year, and you say this year will be heavier. We have twelve sixteen-inch engines that are unsafe to run—they need new boilers. I advise their sale as scrap, and the purchase of

I advise their sale as scrap, and the purchase of eight consolidation engines with nineteen or twenty-inch cylinders—we are short of power. We need a new wheel lathe—been asked for in every requisition for three years—costs money to send wheels away for tire work.

"I want permission to raise the pay of engineers on freight 12 cent a mile, and firemen 14 cent. They carn it, and it will prevent a strike. I want to be relieved as general adviser and non-commissioned factorium to the general manager and left time and opportunity to attend to the and left time and opportunity to attend to the thousand duties of the M. P. department.

"I want my title changed to superintendent M. P. and R. S., and credit given me for what I do, and nothing for what I do not do. I want the round-house roof painted, a carpet for my office, the gas-pipe fixed and the flue-rattler buried, so that I can think, and then I want the pay of a superintendent of M. P.—say, \$5,000 per year. Sieep on it, and if you don't agree with me in each and every particular—especially the \$5,000 each and every particular—especially the \$5,000 —please accept my resignation, to take effect at Seriously yours,

How Earnings May Be Increased. The second annual report since consolidation of the Chicago & Eastern Illinois Railroad Company for the fiscal year ending June 30, 1891, was given out yesterday. It shows that the gross earnings were \$3,567,195, against \$2,911,-722 for the preceding year, an increase of \$655,473. The operating expenses were \$1,837,-141, against \$1,632,442 last year, an increase of \$204,699. The net earnings were \$1,730,053. against \$1,279,280 for the year previous, an increase of \$450,773. Deducting taxes and fixed charges, leaves the net income \$646,563, which is swelled by the income from other sources to \$686,147. Out of this there was paid in dividends on preferred stock \$275,949, leaving a balance of \$410,198.

President Saul, in his report, says: "The profits of railroad operation now lie mainly in the increase in tonnage to be transported and he tonnage capacity of each train. The tendency, year after year, to reduced rates for the employe evidence the axiom that greater tonuage per train is the principal expedient still left whereby the diminution of revenue per ton and the increased price for handling may be neutralized, and still leave some profit. Hence, entinued expenditures for equipment of greater carrying capacity and motive power of larger mensions and increased weight are required. and these factors of progress necessitate further improvements in heavier rails and bridges and firmer road-bed, in order that safe and expeditious train movement may be insured.

Earnings of the Pennsylvania. Following is a statement of the business of all lines of the Pennsylvania Railroad Company: All lines east of Pittsburg and Erie for August, 1891, as compared with the same month in 1890. show an increase in gross earnings of \$281,520, an increase in expenses of \$122,136 and an increase in net earnings of \$159.384. The cight months of 1891, as compared with the same period of 1890, show an increase in gross earn-ings of \$103,736, a decrease in expenses of \$507,201, and an increase in net earnings of All lines west of Pittsburg and Erie for August, 1891, as compared with the same month in 1890, show a decrease in cross earnings of \$109,416, a decrease in expenses of \$20,-466, and a decrease in net earnings of \$88,950. The eight months of 1891, as compared with the same period of 1890, show a decrease in gross earnings of \$1,216,816, a decrease in expenses \$1,469.167, and an increase in net earnings of ef \$252,351.

Export Rates Manipulated. No steps have as yet been taken to put as top to the manipulation of east-bound freight rates from Chicago, yet the complaining companies insist that the rates are still being cut. It is said that the roads engaged in these irregular practices have revived a method that was in vogue several years ago of manipulating export traffic. The rate on provisions, for example, is 30 cents from Chicago to New York, while the ocean rate to Liverpool is 20 cents, making the through export rate 50 cents per hundred penuds. The roads in question issue through bills of lading from Chicago to Liverpool at 44 cents, claiming that they receive their full proportion of the rate, but that the steamship companies accent 14 cents the steamship companies the steamsh

panies accept 14 cents as their proportion. There is reason to believe that this is not true and

that the roads are cutting the land rate 6 cents. Chance to Boycott the Wabash. Interest in the boycott of the Eastern roads against the Chicago & Alton has been revived by the discovery that the Wabash has determined to resume paying commissions to ticket agents for business ticketed via the Niagara Falls shortline. Considerable curiosity is expressed as to whether the Eastern roads will now be youtt the Wabash for doing what caused the boycott against the Chicago & Alton. It seems that fully one-half of the Eastern roads are in favor of de-

and Vanderbilt lines are the only insist on carrying on the fight.

Personal, Local and General Notes. At four stations on the Lake Shore lines ladies act as agents and are proving very efficient. The New York Central's new fast limited State train will leave New York at 7 A. M and reach Buffalo at 5 P. M. The Toledo, St. Louis & Kansas City road in the third week of September earned \$41,400; increase over 1890, \$11,067.

J. E. Hurley has been appointed assistant superintendent of the Atchison, Topeka & Santa Fe, with headquarters at Fort Madison, Iowa. Joseph Snyder, chief train-dispatcher on the International & Great Northern road, formerly on the Wabash, is visiting friends in this section. Traffic over the Cincinnati. Wabash & Michigan has become so heavy that three turns of train-dispatchers have been put on; each to be on duty eight hours.

The heavy switching engines which the Van-dalla has built at its shops have proved so suit-able for their service that two more will be built at once in the shops at Terre Haute. Passenger men predict that the transcentinental lines will do a good passenger business the next few months, so much inquiry is there as regards rates to Pacific-coast points.

H. Cook, trainmaster of the eastern division of the Lake Erie & Western, who retires to-day, goes to California to take the position of division superintendent on the Southern Pacific road. Despite the denial that the Pennsylvania Company is seeking to secure control of the Kentucky & Indiana bridge, there have been certain transactions this week which are valid evidence

that such is the case. Eastern papers have started a rumor that a number of Eastern trunk-lines will on Oct. 1 lift their boycott of the Chicago & Alton. A point has been reached where this matter attracts but little attention.

It costs the Philadelphia & Reading company \$8,500,000 to get its elevated railroad ten blocks in the very business center of Philadelphia, and its buildings are yet to be erected, which will cost a large sum. The Nickel-plate is doing much to demoralize both passenger and freight rates, and why the Vanderbilts permit it so to do. when their own interests are the most affected by this policy, is a surprise to all conservative rate-maintaining officials.

It is stated that the Atchison, Topoka & Santa Fe is negotiating for the purchase of the Quincy, Omaha & Kansas City road. By securing this line and building a short link between Galexburg and Quincy the Santa Fe could shorten its Chicago line forty miles.

Charles Pollock, who for several years has been ticket agent of the roads centering at Peru, will on Oct. I take the agency of the Wabash company at Decatur, Ill., one of the most important stations on the line. R. F. Donglas, of Fort Wayne, will succeed Mr. Pollock at Peru. The business of the Southwestern limited has increased of late so much that the cafe cars will not feed satisfactorily the passengers, and arrangements will probably be made for hauling dining cars between Terre Haute and Galion on Trains 17 and 18, known as the Southwestern

The Chicago & Alton has suffered so great a falling off in its business since the boycott that it take care of its decreasing business. The C. & A. will soon be in the market for ten new passenger locomotives. Like other roads, it is preparing for the world's fair business.

The Pennsylvania Company has expended over a half million dollars, at Erie, Pa., in improving its iron-ore docks. This company now has a frontage of 1,100 feet on the lake, running back 270 feet. Its ore tonnage this year runs up to 500,000 tons, and this improvement will greatly increase its traffic of this class.

Colonel May, better known as the "Sub-scriber," who has been in the passenger depart-ment of the Pennsylvania Railroad Company since 1855, was in the city yesterday en route home from the Pacific coast. He is pensioned and now goes where he pleases to look after the interests of the Pennsylvania company.

George R. Thompson, Southern passenger agent of the Pennsylvania lines, with headquarters at New Orleans, is at the North visiting friends. Mr. Thompson is a son of the late Judge Thompson, of Ohio, and brother of the noted minister, John Ray Thompson, of Brooklyn, N. Y. He was educated for the law, but preferred the railroad service, and is making his mark in the passenger ranks. mark in the passenger ranks.

Chief Engineer Kittredge, of the Big Four lines, has let the contract for building the new roundhas let the contract for building the new round-house at Linudale. O. The contract price is \$33,000, and the capacity of the house is thirty locometives. The contract for the shop build-ings at that point has not yet been let; neither has the contract for the new shops at Belle-fontaine, O. The bids were opened and found to be so high that the company has decided to do the work unless a marked reduction in some one of the bids is made. of the bids is made.

Officials of the Wabash are of the opinion that the first half of the fiscal year of that road, be-ginning with July 1, will show an average gain of \$100,000 per week over the corresponding weeks of 1890, or an average weekly increase for the fifty-two weeks from July 1 to June 30, 1892, of \$70,000, or an increase in gross earnings over the year ending June 30, 1891, of nearly \$1,000,000. This comes from a heavy wheat and oats crop and a heavy corn crop on

At Cincinnati next Tuesday at the rate meeting, at which the Southern and Western roads will be represented, a proposition for the formation of an association for conduct of north-and-south passenger business will be submitted. At present there is no association at all between the lines west of the territory of the Southern Railway and Steamship Association, and south of the Ohio river. The Louisville & Nashville, the Mobile & Ohio and the Illinois Central, with several other roads, having withdrawn from the Southern Railway and Steamship Association, some such organization will be necessary.

J. R. Wood, general passenger agent of the Penusylvania railroad, and Charles Scull, who holds the same position on the Baltimore & Ohio, have had a tilt which has furnished considerable amusement. Mr. Wood asked the passenger committee of the trunk-lines to allow passengers coming from the West to stop off on limited tickets at Philadelphia, thinking it might prove beneficial to the trade of Philadelphia. Mr. Scull was willing to agree to it provided the & O. was given the same privilege as regards Baltimore, and here the matter stands, the other trunk-lines being ready to permit either to so sell their limited tickets.

Negotiations are pending which will probably result in the establishment of a new line between Chicago and Boston and St. Louis and Boston, between Chicago and Boston using the Nickel-plate, the West Shore and Hoosac Tunnel line, and in addition the Toledo, St. Louis & Kansas City to reach St. Louis. The Hoosac Tunnel people are determ'n d to increase their through jusiness from Chicago and the Southwestern territory. The St. Louis car over the Wabash, which goes into Boston over the Hoosac Tunuel line, does not get the business it ought, as the Wabash, it is alleged, is worked too much in the interest of other routes.

A stockholder of the Big Four says that he sees no reason for boasting of the earnings of the system this year thus far, as many much less important systems and with much less mileage are showing larger gross gains in receipts. This is true, but stockholders must bear in mind that these roads which are showing so large a per cent. of increase in gross earnings are making comparisons with small earnings last year, crops on their lines having been a failure, while the Big Four is making comparisons with weeks in which the earnings were unprecedentedly large as compared with those before the consolidation was effected. In net earnings, however, the Big Four has made the most remarkable gains, and from the net earnings dividends come.

TOWNSHIP MUST GIVE UP THE MONEY L, D. & W. Wins in the Supreme Court in Its

Suit to Recover an Old Donation. In 1870 Center township, this county, voted \$65,000 to the Indiana & Illinois Central, for which consideration the company was to locate its car-shops in this township. The money was collected and paid into the county treasury. Litigation afterward came up between the township and the county for the money, and a judgment for \$71,000 was given the township. The county had paid \$12,112 of this amount when the railway company put in a crosscomplaint for the entire donation. The court held for the township, but the Supreme Court reversed the decision. On another trial by the Superior Court a judgment for \$85,000 was awarded the railroad. This was modified to except the \$12,000 paid to the township. Suit was brought by the railroad to recover this. Judge Howland held that suit against the township would not hold, and yesterday this decision was overruled by the Supreme Court, Chiefjustice Cotley writing the opinion. The road has changed its title three times during the pending litigation, having been first the Indiana & Illinois Central, then the I., D. & S., and now the I., D. & W.

Released on Bond, Frank Howard, who is under indictment for arson, was yesterday released from jail under \$1,500 bond furnished by George H. Welcher. The accusers are the agents of an insurance com-pany. Howard was formerly foreman in the Big Four shops of Brightwood, is fifty-eight years of age, and has stood well with his neigh-

Docket Notes.

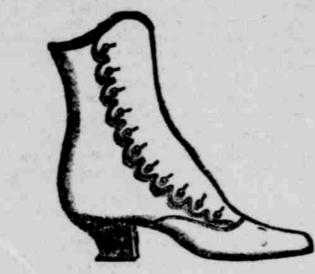
An attachment was yesterday granted to Jacob Tugendnicz against Freeman H. Somerby, who, it is alleged, is supposed to have money belong-Daniel D. Thompson has filed a suit in the Su-perior Court for \$5,000 damages, alleged to have

been incurred by an assault made, Sept. 4, upon the plaintiff by the defendant.

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the defendant's employ in excess of eight hours. He computes that pay for 4,040 hours' work is legally due him.

The Court Record.

SUPREME COURT OPINIONS. 15187. Egbert Highbee vs. Emma A. Rodeman. Hamilton C. C. Affirmed. Miller, J.—Where a cause is submitted by agreement of parties long prior to the filing of the motion to dismiss walves all constion of wart of parties to miss walves all question of want of notice to some of the parties. 2. A deed to a township for school purposes is not a condition subsequent: if it were, user for thirty years would be substantial compliance with the condition.
15009. I., D. & W. Railway Co. vs. Center
Township. Marion C. C. Reversed. Coffey, J. SUPERIOR COURT.

Rccm 1-Hon. Napoleon B. Taylor, Judge. Alice L. Musser. vs. Wm. A. Musser: divorce. Decree and custody of children granted plaintiff.
Fred Gehle vs. Sophia Schwartz et al.; mechanic's lean. Judgment for plaintiff of \$59.11.

John H. Holliday et al. vs. W. H. Hale et al.

Judgment for plaintiff for sale of attached prop-

Chas. W. South vs. Mary L. South; divorce. Decree granted plaintiff.
D. D. Thompson vs. Henry Wilson; damages.
Demand, \$5,000. New Sunts Filed.

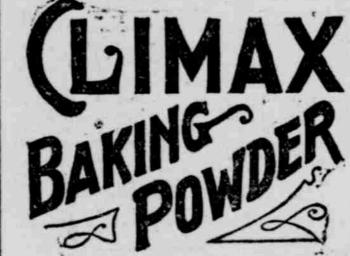
Jacob Tugendnicz vs. Julius Sax; account and attachment. Demand, \$725. John Hancock Mutual Life Insurance Company vs. Rachel E. Morrison et al.; foreclosure. Demand, \$5,000. John Hancock Mutual Life Insurance Com-pany vs. Sophia E. Rhodes et al.; foreclosure. Demand, \$3,000.

Joseph Blaschke vs. Standard Oil Company; account for overtime. Demand, \$853.45.

CIRCUIT COURT. New Swits Filed. Annie M. Mead vs. Lonchian D. Mead; divorce. Cruelty. John Rauh, Administrator, vs. Anna M. Wise et al.; partition.

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